To: Design Review Board

From: Lamont Thompson, Senior Planner
Planning and Building Services Department

Subject: **DESIGN REVIEW: Design Review for the proposed Chevron Energy and Hydrogen Renewal Project (Project Number(s): DR 1104423, EID and CUP Number 1101974**

APPLICANT: CHEVRON PRODUCTS COMPANY

LOCATION: 841 Chevron Way (Assessor Parcel Numbers: 561-040-016; 561-100-003, -001, -003, -008, -009, -010, -011, -012, -013, -017, -020, -025, -026, -029, -034, -035, -036, -036, -037, -038, -040; 561-400-008; 561-410-002; 561-410-003)

SITE AREA: Approximately 2,900-acres

GENERAL PLAN: 919 Light Industry; 901 Heavy Industry; 908 Recreation Lands

ZONING: M-2, Light Industry; M-3, Heavy Industry; and, CRR, Community and Regional Recreation

CEQA REVIEW: The City of Richmond Planning Department, as the lead agency, has prepared the Draft Environmental Impact Report (DEIR (EID-1101974)), and Final Environmental Impact Report (FEIR(EID-1101974)), to analyze the environmental effects associated with the proposed Energy and Hydrogen Renewal Project at the Chevron Refinery in accordance with the California Environmental Quality Act (CEQA) 1970, as amended, and the City of Richmond's Guidelines and Procedures for Implementation of CEQA (Resolution Number 125-03) adopted September 23, 2003. The purpose of the document is to identify and evaluate the environmental consequences or impacts of the proposed Project. All of the topics in the current CEQA Checklist and other topics pertinent to the proposed Project were studied: Aesthetics, Visual Quality, Light and Glare; Agriculture Resources; Air Quality; Biological Resources; Cultural Resources; Energy; Geology, Soils, Seismicity and Mineral Resources; Hydrology and Water Quality; Land Use, Plans, and Policies; Noise; Population and Housing; Public Health; Public Safety; Public Services; Parks and Recreation; Transportation; and Utilities and Service Systems as required by CEQA Guidelines and Statutes. The City of Richmond assigned CEQA Project File Number is EID 1101974, and the State Clearing House Number is SCH 2005072117.

The DEIR was released and distributed to the public for comments on May 11, 2007. The comment period was originally noticed to end on June 27, 2007, and was extended to and closed on July 9, 2007, for a total of 59 days. The City received over 600 comments from interested persons during the comment period. The Final Environmental Impact Report (FEIR) was released on January 25, 2008 and includes responses to the comments received during the review period, and also provided additional information to clarify information in the DEIR.

The California Environmental Quality Act (CEQA) requires decision-makers to consider and balance the benefits of the proposed Project against unavoidable environmental risks in approving the Project. The Planning Commission will determine the adequacy of the Draft and Final EIR for the Project, a Conditional Use Permit for operation of the Plant, and, if adequate, will certify that the Draft and Final EIR was prepared in compliance with CEQA. The Draft and Final EIR will be considered by the Planning Commission at a noticed public hearing that has not yet been scheduled.

If the Draft and Final EIR is certified, and after the City takes final action on the proposed Project, a Notice of Determination will be filed. Following the filing of the Notice of Determination a 30-day statute of limitations for court challenges begins to run. Since the Planning Commission is the responsible body for certifying the EIR, the Design Review Board can consider the applicant's Design Review Permit application and make a recommendation to either approve or deny the permit to the Planning Commission at this meeting.

BACKGROUND:
The Chevron Refinery is located along the western edge of the City of Richmond, and within the City's jurisdictional boundaries, at 841 Chevron Way. The proposed Project will be located within the approximately 2,900-acre Chevron Refinery which occupies most of the Point San Pablo Peninsula, with east and south boundaries in the vicinities of the Richmond residential neighborhoods of North Richmond and Point Richmond, respectively. The Refinery is located west of Castro Street, and predominately to the north of Interstate 580 (I-580). Castro Street provides the access to the Refinery via a number of entrances.

Through implementation of the proposed Project, Chevron's intent is to replace and upgrade some of its existing manufacturing facilities at the refinery to improve the ability to provide gasoline for local and export markets using the wide range of sources of crude oil presently processed at the Refinery. The proposed Project would not increase the refinery consumption of crude oil, although upgrades would expand the refinery's options for using a wider range of crude oils. Included in the project components are upgrades that would increase energy efficiency, reduce air emissions, and increase equipment reliability. Specifically, Chevron's objectives for the proposed Project are:

- Replace existing facilities with modern facilities providing improved reliability, energy efficiency, and additional improved environmental controls.
- To decrease the amount of energy imported by the refinery.
- Ensure the refinery's ability to process future crude and gas oil supplies.
- Increase the portion/percentage of the refinery's total gasoline production that can meet California specifications and be distributed to local markets by 300,000 gallons/day or 6 percent more than current refinery production levels.
- Invest in refinery upgrades that produce a competitive return on capital.

Permits and Approvals Required:
As previously mentioned the Design Review Board is responsible for making a recommendation to the Planning Commission. The proposed Project requires Planning Commission Certification of the Environmental Impact Report, Planning Commission approval of a Conditional Use Permit, and issuance of building permits, for all components, before project construction may commence. Chevron must obtain

an Authorization to Construct and Permit to Operate from the Bay Area Air Quality Management District (BAAQMD) for most components of the project prior to the receipt of building permits from the City. Chevron must also obtain approval for their requested Small Power Plant Exemption from the California Energy Commission. Any changes in the Refinery's National Pollutant Discharge Elimination System (NPDES) permits will require approval from the San Francisco Regional Water Quality Control Board (RWQCB). At this time, Chevron does not propose any changes to their discharge permits. As part of the project review by other agencies having permitting authority, the East Bay Municipal Utility District has prepared a water supply assessment and determined sufficient water will be available to service the proposed Energy and Hydrogen Renewal Project.

PROPOSAL:
The proposed Energy and Hydrogen Renewal Project consists of a number of component projects. The four (4) main component projects considered in the EIR include Hydrogen Plant Replacement, Power Plant Replacement, Reformer Replacement, and Hydrogen Purity Improvements. The EIR also includes and analyzes a number of other smaller projects necessary to complete the operation of the plants and their functions.

In general, the proposed Project will modify, replace and install typical refining equipment such as piping, heat exchangers, instrumentation, catalytic reactors, fractionation equipment, pumps, compressors, furnaces, tanks, hydrogen sulfide absorption, hydrogen generation and their associated facilities, including steam and electrical generation as well as some refinery buildings and infrastructure. These changes would include construction and installation of new facilities, as well as replacement of or modifications to, existing facilities. The Renewal Project would not increase Refinery use of crude oil beyond currently permitted levels, although process upgrades would allow the Refinery to use a wider range of crude oils. Additionally, included with the project components are upgrades to increase energy efficiency, reduce air emissions, and increase equipment reliability of the operations.

DISCUSSION:

The Design Review Permit application submittal package provided to the City for a recommendation from the Design Review Board (DRB) to the Planning Commission consists of the review of the overall appearance of the following components:

- Continuous Catalyst Regeneration (CCR) Reformer process unit structure;
- Cogeneration process unit structure;
- Hydrogen Plant process unit structure;
- Hydrogen Plant Control Room; and,
- Seven (7) new storage tanks and 11 replacement storage tanks.

DRB Charge:

The purpose of the Design Review hearing is for the DRB to consider the project's design in relation to site layout, parking, landscaping, visual impacts, noise, odors, lights, dust, smoke, vibrations, and other relevant factors which influence the design and appearance of the plant expansion. The staff

report with attachments and exhibits, along with the DEIR and FEIR with technical appendices (see exhibits and attachments), discuss the visual impacts, potential noise, odors, glare from lights, dust, smoke, vibrations, and other supporting and relevant information related to the project that the DRB may want to review in making a recommendation on the permit to the Planning Commission.

Submittal Requirements:

All of the generic application submittal requirements identified in the Zoning Ordinance, and most of the Performance Standards (RMC 15.04.840) including Design Standards (Design Review), are extremely difficult to produce and may not be directly applicable to the proposed Project, as the Refinery is an anomaly. The Director of Planning and Building Services defined the boundaries of the proposed Project and identified applicable submittal requirements in an effort to streamline the process and prevent the submittal of unnecessary or irrelevant information to the DRB.

The size of the property, relationship of processing area to the distance to property boundaries, the physical size and special use of the processing equipment, and operating characteristics of the Refinery present unique elements of the Refinery use not addressed by the City's Zoning Ordinance. The Refinery is approximately 2,900-acres and the proposed Project will be located deep within the Refinery's process blocks, situated approximately one-half mile from the property boundaries.

Site Layout and Parking:

Site layout, and parking and paving are relevant, but may not necessarily be appropriate to review in the same manner as other industrial uses when one considers how the Refinery operates. Prior to 9/11, and now more than ever, movement within the refinery is restricted. Employees are not allowed to drive their vehicles to the control room or process blocks where they work. All employees are bussed from the parking lot to their job site. Mainly maintenance workers, and lab assistants are allowed to drive Refinery vehicles within the confines of the Refinery. Large paved or gravel parking lots are provided for operators, contractors, and other workers in designated areas strategically distributed around the Refinery property to provide adequate parking, and to insure the City's intersections do not become congested. The applicant anticipates that approximately 3 to 4 new employees for each shift will be needed to operate the hydrogen plant. If one were to calculate the required parking based upon the control room size 7 parking spaces are required; 20 parking spaces are provided in front of the control room.

The existing facility contains approximately 2,000 parking spaces, of which 500 spaces are provided for administrators, and 500 spaces are reserved for mechanics, operators, and technicians, and 1,000 extra parking spaces are reserved for contractors during turnaround. However, the Zoning Ordinance requirement for parking in a Heavy industrial zone does not fit the unique physical size and special use of the processing equipment, and operating characteristics of the Refinery present circumstances. Not all of the parking spaces will be filled, because a portion of the Refinery's 1,500 +/- employees work other shifts. The Refinery has the capacity to add additional parking spaces as need, without leaving the confines of the property.

Landscaping:

The proposed Project includes a landscaping plan that identifies a planting area along the front façade of the Praxair Control Room building facing the parking lot. No finger pockets of landscaping within the parking lot are proposed which does not conform to the standard requirements of the Zoning Ordinance of a landscaping planter separating every four parking spaces. Within the parking lot, finger islands are usually required to be improved with one tree for every four (4) parking spaces in the parking lot. The Board may direct the applicant to provide landscaping fingers in the parking lot given the excess parking capacity. However, no parking improvements are needed when no additional parking spaces are required. Landscaping within the Praxair Control Room process block area may not provide visual screening from off-site views, but may instead provide a source of fuel that in the case of a fire at the Refinery, may impede access to critical process components. Landscaping within the Refinery is typically planted near the control rooms, and other buildings outside of the Refinery's process blocks, such as the administrative buildings, hospital, and firehouse. However, process blocks where the proposed new Refinery equipment is situated may not necessarily be the appropriate location when one considers the flammable nature of the refinery operation.

Visual:
Provisions of the Zoning Ordinance under Section 15.04.820.013, which specifies the visual requirements applicable to Commercial and Industrial Properties, cannot be satisfactorily implemented, for instance, in the case of the Refinery. Industrial zoning districts, the Zoning Ordinance recommends the use of a high solid screen and/or solid screen fencing six (6) to eight (8) feet high to obscure the view into the industrial complex.

The Zoning Ordinance defines "visible" screening as meaning noticeable by a person approximately six (6) feet tall in height walking on a street or sidewalk about two years after installation of any fencing or planting intended to screen a view. Due to the size of the proposed Project most of the outdoor equipment cannot be fully screened from view, as some process equipment such as the CCR Reformer will be approximately 300 feet high or extremely bulky in size. However, staff is recommending the planting of a buffer of Coastal Redwoods around the refinery perimeter to provide partial screening of the equipment from view, and supports planting a sufficient number of trees within certain areas of Richmond to screen, as much as possible, the refinery from view. If planted in enough of a quantity the trees will also offset greenhouse gas emissions to a measurable level.

Colors:
The "Chevron Coatings Manual" is used by Chevron to paint the Refinery's infrastructure (see attachment #5). The manual identifies the actual colors and how they are to be applied for each structure in the facility. The applicant has provided a materials sample board for the new equipment and tanks, along with color renderings that demonstrate how the colors will be applied. For consistency with previous approvals and infrastructure at the plant, it is recommended the Design Review Board rely upon the approved Chevron Coatings Manual for appropriate hues.

Lights:
In regard to lighting of the new equipment areas, light pollution from the new structures in the refinery is minimized and strictly controlled. Night lighting at the Refinery consists of flood lighting that provides illumination for general and non-process areas, and focused or spot lighting in operational

areas that require higher light intensities after dark. Few (or no) complaints of light intrusion have been reported for existing refinery operations, and the addition of the new equipment will be illuminated in the same non-intrusive manner.

Noise:

Construction activities associated with the proposed Project would intermittently and temporarily generate noise levels above existing ambient levels in the project vicinity over the duration of the construction period. Over the duration of construction activities, the proposed mitigation requires Chevron and the construction contractor to implement the following mitigation measures:

- Pile driving activities shall be limited to daytime hours between 7 a.m. and 6 p.m. on weekdays, and 9.30 a.m. to 5:30 p.m. on weekends and holidays. Pile driving shall be prohibited at night.
- Chevron shall designate a construction compliance and complaint manager(s) for the project for the duration of the construction activities. The City of Richmond shall mail telephone contact information of the compliance and complaint manager(s), and the designated City of Richmond staff contact to business persons and residents within the MFR-1 Multi-family Residential Zoning District and C-2 General Commercial Zoning District located north of Golden Gate Avenue. The compliant manager shall act as a liaison between Chevron and its neighbors. The manager's responsibilities and authority shall include the following:

  - Familiarity with the project and construction schedule;
  - An active role in monitoring project compliance with respect to noise;
  - Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers, when feasible;
  - Site supervision of all potential Sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and
  - Authority to Intervene or to discuss mitigation options with contractors.

- The compliant manager's contact information shall also be posted on the gate of the facility (refinery).
- Throughout the duration of the construction period, Chevron and designated City of Richmond staff shall monitor sound levels at the perimeter of the Chevron site and the nearest residential and commercial sites (to be selected by the City) to determine if noise from project construction causes the City's noise impact significance levels to be exceeded. Construction noise levels shall be compared to the higher of the measured baseline ambient noise levels or the City's Noise Standards. Baseline ambient noise monitoring shall begin at least 2 weeks prior to the commencement of construction activities to establish the baseline ambient noise environment at each of the selected receptors.
- Noise monitoring data, noise complaints and construction solutions implemented in response to the construction activities shall be reported to the City on a monthly basis.

Odor:

The Final EIR contains new information on historical odor complaints which was not included in the Draft EIR because, during the preparation of the Draft EIR, the BAAQMD provided inaccurate records to ESA indicating that no odor complaints had been received on existing refinery operations. Subsequent to the release of the Draft EIR, the BAAQMD provided the accurate odor complaint information to ESA, which indicated that over 100 complaints were filed from 2002 through June 2006. According to Chevron, in an e-mail dated December 24, 2007, 34 of the odor complaints were verified and were attributable to 15 specific odor events (eight of which were "substantiated" by Chevron's data) for which four notices of violation were issued by the BAAQMD. The analysis of those complaints did not lead the consultant to conclude that this information indicates that the proposed Renewal Project will "[c]reate objectionable odors affecting substantial numbers of people," which is the CEQA threshold of significance applicable to odor impacts (CEQA Guidelines, Appendix G, § III.e). This new information does not implicate new or substantially more severe significant impacts that were not discussed in the Draft EIR, because the new information pertains to the baseline conditions and the odor events appear to be unrelated to the processes that would be affected or modified by the proposed Renewal Project.

Dust:

Since dust was mentioned in the Zoning Ordinance under Technical Assistance (Section 15.04.930.070 (I)) staff has provided the following information about the proposed mitigation measure which is based on the City's typically imposed construction mitigations, to control dust created by new construction (See FEIR page 4-50):

- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas and previously graded areas inactive for ten days or more, or enclose, cover, water at least twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)

- Install wheel-washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the construction site.

- For backfilling during earthmoving operations, water backfill material or apply dust palliative to maintain material moisture or form crust when not actively handling; cover or enclose backfill material when not actively handling; mix backfill soil with water prior to moving; dedicate water truck or large hose to backfilling equipment and apply water as needed; water to form crust on soil immediately following backfilling; and empty loader bucket slowly; minimize drop height from loader bucket.

- While clearing forms, use water spray to clear forms; use sweeping and water spray to clear forms; use industrial shop vacuum to clear forms; and avoid use of high pressure air to blow soil and debris from forms.

Smoke:

Flaring has been taken into account in the design of the proposed Project and appropriate measures (such as added compressor capability) have been incorporated into the refinery design to minimize any added

load on the existing relief systems from the proposed Project. Section 2.7 of the FEIR discusses the regulatory controls adopted by the Bay Area Air Quality Management District's (BAAQMD) Flare Minimization Plan (FMP). Under the plan, Chevron is undertaking numerous additional steps to minimize flaring, such as sending or directing relief gas during maintenance events to the Refinery fuel gas system, instead of relying on the flare gas relief header to manage the gas, and also upgrading compressor capacity to allow for improved flare gas management. Additionally, the existing Refinery FMP will be updated and modified to include sources from the proposed Project in its flare reduction strategies (see FEIR page 2-40). The Chevron flare management program, including monitoring, reporting, and minimization strategies, is consistent with BAAQMD Regulations 12-11 and 12-12.

Vibration:

There are no structures or operating equipment which would create vibration on or off-site with the proposed project. However, vibration from construction equipment could cause a temporary nuisance during construction. Pile driving, which may be the primary source of construction vibration will be restricted to only daylight hours, and is not considered a significant impact in the DEIR and FEIR for the Project.

For construction of the three replacement tank components between 700 and 1,400 feet from sensitive receptors (T-954, T-1451, and T-1504),3 there would be no pile driving activities required, the tanks would not be constructed at the same time, and tank construction would only be performed during daytime hours (See Section 3.4.3.5, *Replacement and New Tanks*). Some construction activities (such as excavation, or exterior finishing) at these tanks could also be potentially significant for short periods of time; however, the distances to sensitive receptors would have to be much closer - between 400 to 800 feet depending on the type of activity and the duration of the construction activity being conducted. Furthermore, a small hill, part of the Office Hill Tank Field, lies between the two closest tanks T-1451 and T-1504 and the nearest sensitive receptors in western Point Richmond. Because the exact duration phases of construction and types of equipment used for these phases is not known, this impact would be potentially significant without some mitigation. However implementation of Mitigation Measure 4.10-1b would reduce this potential impact to a less-than-significant level.

Retaining Additional Experts to Assist the City

Councilmembers have expressed interest in retaining expert consultants for the purpose of drafting the conditions of approval. To that end, City staff and consultants have interviewed some of the commenters for suggestions about experts available to assist the City. Due to the complex and highly specialized nature of the Refinery, the pool of interested experts is small. The Attorney General's Office recommended an expert in energy efficiency measures at refineries, and a few other persons (primarily academics) have been recommended.

City staff now believes that experts may be more useful to the City in enforcing and implementing the mitigation measures and conditions of approval, many of which require interpreting Chevron's sampling results, reporting and plans for reducing Greenhouse Gases. As an alternative, or in addition to expert

consultants, the City may want to formally request the assistance of the BAAQMD in enforcing mitigation measures and conditions of approval to the extent that expertise in air quality issues is needed.

Neighborhood Council:

Staff provided public notice to all Neighborhood Councils. No formal comments have been received. Chevron has conducted community outreach meetings. The Chevron representative may be able to talk about their outreach efforts at the DRB meeting.

CONCLUSION:

Chevron has applied to the City of Richmond ("City") for design review and a conditional use permit for the proposed Energy and Hydrogen Renewal Project at the Chevron Richmond Refinery. The design review application was found complete on January 10, 2008. The City has prepared a Draft EIR and Final Environmental Impact Report ("FEIR") for the Renewal Project (State Clearinghouse No. 2005072117), and released it to the public on May 11, 2007 and January 25, 2008, respectively. Published and complete notice of the January 31, 2008 public hearing was given to consider the design review application; therefore, staff urges the Design Review Board to consider the application before them and make a recommendation to the Planning Commission as appropriate.

DESIGN REVIEW FINDINGS: The Design Review Board adopts the following findings along with the supporting statements for the proposed application as follows:

1. **The proposed design is suitable for its purpose, is harmonious with and relates properly to the surrounding neighborhood, contiguous parcels and the site itself.**
   Staff Statement: Criterion Satisfied. The design of the proposed Energy and Hydrogen Renewal Project is suitable for its intended purpose and for addition to the refinery facility. The Project will replace and upgrade existing facilities and equipment within the Richmond Refinery, which is located in the M-3 Heavy Industrial Zoning District. Each item of equipment and all new and modified facilities have been designed for the specific purpose and use intended. The proposed facilities and equipment have been designed in accordance with good engineering practices and industry standards.

   The proposed Project is harmonious with, and relates properly to, the surrounding neighborhood, contiguous parcels, and the site itself. The proposed facilities and equipment will replace older, existing facilities and equipment within the boundaries of the existing Refinery. The equipment is materially similar to other facilities within the Refinery, and does not expand or move equipment any closer to any fence line than existing Refinery units. Most of the proposed equipment and facilities will not have a significant visual impact from outside the Refinery. The FEIR indicates that, with adoption of the proposed mitigation measures, there will be no significant environmental effects from the Renewal Project in those areas of review within the purview of the Design Review Board under the Richmond Municipal Code, such as noise and visibility.

2. **The location, size, design, and characteristics of the proposed Project will be compatible with and will not be detrimental to the public health, safety, or welfare of persons residing in or working in or adjacent to the proposed Project.**
   Staff Statement: Criterion Conditionally Satisfied. The location, size, design, and characteristics of the proposed Renewal Project are compatible with public health, safety, and welfare. The Project will replace existing facilities and equipment within the Refinery, and will not change the basic size, design or characteristics of the Refinery or the surrounding area. As indicated in the FEIR, persons residing in or working in or adjacent to the proposed Project will not experience any detrimental health, safety, or welfare effects such as adverse vibrations, odors, or air quality effects.

   The overall design of the Renewal Project is based on current, modern, technology that will upgrade the reliability and integrity of certain units and facilities on the Refinery. The proposed changes are consistent with the current uses within the Refinery. Construction of Project components will occur well inside the existing Refinery, away from nearby existing neighborhoods. The proposed site improvements will relate appropriately to the surrounding office buildings and refinery operations areas. The location size, design and characteristics of the proposed Project will he compatible with and will not be detrimental to the public health, safety, or welfare of persons residing in, working in or adjacent to the proposed Project.

3. **The overall design will he of a quality that will preserve the integrity of and upgrade the existing neighborhood.**
   Staff Statement: Criterion Conditionally Satisfied. As described in the FEIR, the Renewal Project would be consistent with the City's General Plan and M-3 Heavy Industrial Zoning District. The proposed Project would continue the existing use of land that is developed for Refinery-related operations. The Project will not divide any established community or conflict with any other adopted plans.

4. **The design of the proposed Project is in accordance with the General Plan of the City of Richmond and all applicable provisions of the Zoning Ordinance.**
   Staff Statement: Criterion Satisfied. The Zoning Ordinance and General Plan designations ore specifically intended to enable development and enhancement of both private and public service and support facilities within both the Medium Industrial (M-2) and Heavy Industrial (M-3) land use areas of the City. The primary use of this property is heavy industrial in nature.

STAFF RECOMMENDATION: Staff recommends the Design Review Board recommend to the Planning Commission approval of the Design Review application (1104423) for the Chevron Richmond Refinery Energy and Hydrogen Renewal Project based on the application, plans, materials, and testimony submitted at the January 31, 2008 public hearing subject to the mitigations set forth in the Final EIR.

EXHIBITS:

Exhibit A:	Conceptual Plans, Chevron Energy and Hydrogen Renewal Project, dated January 9, 2008
Exhibit B:	Photo Simulation Viewpoints, dated December 20, 2007
Exhibit C:	Conceptual Plant Palette, dated December 20, 2007

ATTACHMENTS:

Attachment 1	Chevron Energy and Hydrogen Renewal Project Draft Environmental Impact Report (Volume 1)
Attachment 2	Chevron Energy and Hydrogen Renewal Project Draft Technical Appendices (Volume 2)
Attachment 3	Chevron Energy and Hydrogen Renewal Project Draft Final Environmental Impact Report (Volume 3); and,
Attachment 4	Chevron Energy and Hydrogen Renewal Project Draft Technical Appendices (Volume 4)
Attachment 5	Coatings Manual
Attachment 6	Project Summary, dated December 24, 2007